

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Up to 15 May 1954, Russians did not hold high official positions in the management of the Hungarian State Railroads (MÁV). However, there were numerous Soviet advisers in the "civilian travel section", in the "military transport section", and in the "construction section". An entire floor in the main building of the Directorate General of the MÁV has been vacated for the benefit of these Soviet advisers. Soviet influence is nevertheless not as apparent in the MÁV as it is in the Ministry of Mail and Transportation proper.
2. Strong Soviet influence has been observed during the execution of the following projects:
 - a. Construction of the Aszód-Váchartyán line which makes it possible for trains to travel to Czechoslovakia without passing through Budapest.
 - b. Construction of another line between Aszód and Tápószecső, serving the same purpose as the one above.
 - c. The new route of the railroad line from Paks to Tolna, and the planned extension of the Bataaszék-Mohács line.
 - d. The spur line leading to the Dunaföldvár bridge; reconstruction of the Dunapataj-Kalocsa line, and the contemplated reconstruction of the Kalocsa-Baja line.
 - e. Reconstruction of the Kunszentmárton-Tiszaug-Lakitelep line.
 - f. Plans for the reconstruction of the "North" railroad bridge in Budapest.
 - g. Reconstruction of the "South" double steel railroad bridge of Budapest.
 - h. Setting up of railroad schedules in accordance with Soviet wishes and synchronizing

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them with those in effect in the other Satellites.

3. The following railroad stations, in which they maintain particularly strong detachments (station commands) are apparently of primary importance to the Russians: Szombathely, Győr, Fertőszentmiklós (the latter, in spite of being a rather unimportant station, has become strategically important because it is the starting point for trains going to Austria and to maneuver areas). Of secondary importance are the stations of Komárom, Hegyeshalom, Budapest, Miskolc, Satoraljaújhely, Debrecen, Záhony, Szolnok, Makó, and Szeged.
4. Hungarian stationmasters do not come under the direct jurisdiction of these Soviet detachments; however, they are obliged to take care of Soviet requests, such as supplying extra cars when needed, etc.

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